



MILPITAS PLANNING COMMISSION STAFF REPORT

March 12, 2014

APPLICATION: **Parking Ordinance Amendment - Zoning Amendment No. ZA-14-0003** - A City-initiated request to consider a zoning amendment to off-street parking standards to require covered parking for single-family residential uses and to modify the standard parking lot drive aisle width from 25-feet to 24-feet.

RECOMMENDATION: **Staff recommends that the Planning Commission: Adopt Resolution No. 14-010 recommending the City Council adopts an amendment to the Zoning Ordinance to require covered parking for single-family residential uses and to modify standard parking lot drive aisle width from 25 to 24-feet.**

LOCATION:
Address/APN: City-wide

PEOPLE:
Project Applicant: City of Milpitas Planning Division
Project Planner: Tracy Tam, Planning Intern

LAND USE:
General Plan Designation: City-wide
Zoning District: City-wide

ENVIRONMENTAL: Categorically Exempt from further environmental review pursuant to Section 15061(b)(3) in that CEQA only applies to projects that have the potential for causing a significant effect on the environment.

EXECUTIVE SUMMARY

The proposed amendment includes two changes to the City's Zoning Ordinance. Currently, the Ordinance does not require single-family residential homes or duplexes to provide on-site covered parking. Complimentary to this, the Planning Division has noticed a recent increase in permit applications for garage conversions. The garage conversions are displacing vehicles onto the driveways, which in turn displace vehicles onto the public street. This has resulted in a reduction of available parking on public streets in residential neighborhoods.

Secondly, the City's standard for parking lot drive aisle width is 25-feet. However, research on neighboring cities and industry standards has shown that 24-feet is more common requirement. In the interest of promoting regional consistency and accommodating infill development, the zoning amendment proposes a change from 25-feet to 24-feet.

Pictures



Carnegie Drive



Park Grove Drive



Smithwood Street

BACKGROUND

History

On February 25, 2009, Planning Commission adopted Resolution No. 09-007 recommending approval to the City Council Zoning Amendment No. ZA08-0010, to amend Section 53 of the Zoning Ordinance and Specific Plan Amendment No. ST08-0003, to amend the parking requirements of the Midtown and Transit Area Specific Plans. On April 7, 2009, City Council approved Ordinance 38.785, specifically amending the parking regulations regarding the amount of parking required for certain uses, parking design standards and formatting changes to the section. Ordinance 38.785 did not address covered parking for single-family residential and the standard drive aisle width of 25-feet.

More recently, staff has received a number of permit applications for garage conversions to living space in single-family residential neighborhoods. According to data from the City's permit database, there were 27 approved garage conversions from 2012 through 2014. This increase in garage conversions displaces vehicles to the driveways, which in turn displace more vehicles onto the public street. This displacement of vehicles is creating a parking shortage in that there is an overcrowding of vehicles parked on the public street. The Neighborhood Services Division, and Police Department also get multiple calls regarding crowding of public street in residential neighborhoods. This proposed amendment to the parking ordinance will require covered parking for single-family residential homes to help ensure there is adequate on-street parking. Currently, the cities of Mountain View, Fremont, Sunnyvale, Dublin and Burlingame require covered parking for single-family homes.

The proposed zoning amendment will also modify the standard commercial and industrial parking lot and parking structure drive aisle width from 25-feet to 24-feet. Currently, the cities of Mountain View, Fremont, Sunnyvale, Alameda, Dublin, Livermore, Burlingame, Daly City, Foster City, Millbrae, Redwood City, and San Bruno standard drive aisle width is 24-feet for 90 degree parking spots. Conventional traffic engineering standards also recommend 24-feet. Hence, staff is proposing an amendment to ensure regional consistency to better accommodate infill development.

The Application

The following is a summary of the request:

- *Zoning Amendment:* Amend the Parking Ordinance (Section 53: Off-Street Parking Regulations) to require two covered parking spaces for single-family residential uses and to modify standard parking lot and structure drive aisle width from 25-feet to 24-feet.

PROJECT DESCRIPTION

Overview

Table 53.09-1 of the Zoning Ordinance sets forth the number of parking spaces required for different uses in the City. Currently, two parking spaces are required for single-family homes/duplexes with three bedrooms or fewer and three parking spaces are required for single-family homes/duplexes with four bedrooms or more (plus one additional space for each

additional bedroom).The proposed amendment will amend Table 53.09-1 and require two covered parking spaces for single-family residential homes/duplexes regardless of the size of the home. However, the proposed amendment will not change the number of parking spaces required for single-family homes/duplexes.

Table 53.13.-1 of the Zoning Code sets forth the standards for parking stall and drive aisle dimensions. Currently, the standard aisle width between parking spaces is 25-feet. The proposed zoning amendment would amend Table 53.13-1 to modify the standard parking lot and structure drive aisle width from 25-feet to 24-feet

Location and Context

The Zoning Ordinance amendment will apply City-wide to all single-family and duplex residential homes; and, the new drive aisle width be applicable to commercial and industrial parking lots and parking structures.

Applicability

The proposed covered parking standard will apply to new single-family homes and duplexes and future requests for garage conversions or remodeling projects that add bedrooms to existing single-family homes and duplexes. Existing garage conversions will be permitted to remain without the requirement of providing covered parking.

PROJECT ANALYSIS

General Plan and Zoning Conformance

The project is consistent with the intent of the General Plan to maintain high quality residential environments and to foster community pride and growth through beautification of existing and future residential neighborhoods. The proposed amendment to the Zoning Ordinance will encourage neighborhood preservation and beautification by ensuring adequate parking in residential neighborhoods and accommodating infill development.

Zoning Development Standards

For multi-family residential units, covered parking is already required. The parking requirement for each multi-family unit with two to three bedrooms is two covered parking spaces. For units with four or more bedrooms, three parking spaces plus one additional space for each additional bedroom is required. The proposed amendment to add covered parking for single-family homes and duplexes will be consistent with the requirement for multi-family units.

FINDINGS FOR APPROVAL (OR DENIAL)

A finding is a statement of fact relating to the information that the Planning Commission or City Council has considered in making a decision. Findings shall identify the rationale behind the decision to take a certain action.

Zoning Amendment (Section XI-10.57(G)(3))

- 1. The project is consistent with the Milpitas General Plan.*

The project is consistent with the Milpitas General Plan, specifically:

- Policy 2-a-I-17: Foster community pride and growth through beautification of existing and future development
- Goal B-1: Maintain High Quality Residential Environments—The maintenance and improvement of the quality of life of existing neighborhoods is a high priority for the City of Milpitas
- Policy 2.a I-2: Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas.

The project is consistent with this finding because it furthers the policies and goal of the General Plan by improving the quality of life of existing neighborhoods, ensuring adequate parking and fostering community pride and growth through beautification by providing adequate off-street and on-street parking. Furthermore, changing the parking lot and structure drive aisle standard from 25-feet to 24-feet accommodates and promotes infill development within the City.

2. The proposed amendment will not adversely affect the public health, safety and welfare.

The project is consistent with this finding because due to its nature, it does not impact public health, safety and welfare. But rather promotes neighborhood beautification and preservation by maintaining vehicles on residential lots and keeping the street free and clear of unnecessary vehicles. Additionally, changing the parking aisle width from 25-feet to 24-feet for commercial and industrial parking lots is consistent with general engineering standards and other cities requirements.

ENVIRONMENTAL REVIEW

The Planning Division conducted an environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). The project is categorically exempt from further CEQA review under Section 15061(b)(3) of the CEQA Guidelines in that the project has no potential to cause a significant effect on the environment. Staff has determined that amending the Zoning Ordinance to require covered parking for properties located in the residential districts and modifying the standard parking lot and structure drive aisle width from 25-feet to 24-feet has no potential to cause a significant effect on the environment. These are considered policy amendments and will not have a significant effect on the environment, but rather they will provide beneficial impacts by promoting neighborhood beautification and accommodating infill development.

PUBLIC COMMENT/OUTREACH

Staff provided public notice for the application in accordance with City and State public noticing requirements. At the time of writing this report, there have been no inquiries from the public. A notice was published in the Milpitas Post on February 28, 2014 (two Fridays before the meeting). A public notice was also provided on the City's Website, www.ci.milpitas.ca.gov, and posted at City Hall.

CITY COUNCIL REVIEW

This project requires review by the City Council and is tentatively scheduled on the April 15, 2014 Council agenda.

CONCLUSION

In summary, the proposed Zoning Ordinance amendment will preserve the quality of life in existing neighborhoods by providing adequate off-street and on-street parking. This proposed Zoning Ordinance amendment will also accommodate infill development and be consistent with regional standards by requiring 24-foot drive aisle widths instead of 25-feet for parking lots and structures.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

1. Open and Close Public Hearing; and
2. Adopt Resolution 14-010 recommending City Council to adopt an amendment to the Zoning Ordinance to require covered parking for single-family residential uses and duplexes, and to modify the standard parking lot and structure drive aisle width from 25-feet to 24-feet for commercial and industrial parking lots.

ATTACHMENTS

A: Resolution No. 14-010